

ORDINARY, MS.

Public DEPARTMENT.
G.O., DATED 3. 4. 90
No. 256.

When given for copying

[Despatch Abstract.]

*Time-table, South Indian
Railway.*

Cao 969

15TH MARCH 1890, No. 375 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

From the Consulting Engineer for Railways, dated Madras, 12th March 1890, No. 179.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 28th February 1890, No. 306.

I beg to submit, for the approval of Government, a draft train time-table which I recommend for adoption on and from the 1st of April next.

2. In framing this time-table, I have arranged for the up and down through mail trains to meet at Villupuram, as this, after the opening of the Villupuram-Guntakal State Railway, will be an important junction and I consider it desirable there should be as little delay as possible in the journeying of passengers from the south and the north to the east (Pondicherry) and the west (Tiruvannamalai, &c.) and *vice versa*.

3. This arrangement too saves the running of one train daily in each direction on the Pondicherry Branch and of two trains daily in each direction on the Tinnevely Branch.

4. As it has frequently happened that passengers have not been able to find room in the through mail trains (although the maximum number of vehicles which can be worked thereon are always run), I have arranged to work local trains in advance of the mail on the Chingleput, Cuddalore, and on the Trichinopoly-Madura sections. This, I anticipate, will relieve the mail trains of the purely local traffic. Three local trains between Chingleput and Cuddalore have had their times altered, but on the Trichinopoly-Madura section the trains run in advance of the mail are new trains; their full load can be made up with goods vehicles, and this will occasionally save the necessity of running special goods trains.

5. Will you please let me know as soon as you possibly can if this time-table is sanctioned, as a great deal of detailed work has to be done before it can be issued to the public.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 10th March 1890, No. 364.

Will you please substitute the accompanying train time-table for that sent to you with my letter No. 306 of the 28th ultimo.

2. I have in this revised time-bill considered it desirable to start the through mail trains from Madras and from Tuticorin 15 minutes earlier, which will give a larger margin at Arkonam for passengers proceeding northwards and it will also take passengers into Madras that number of minutes, and enable us to work the following train so that it may arrive at 19-15.

3. These alterations will necessitate slight alterations in the other trains to admit of passing arrangements, but as the time for bringing the bill is so near at hand, I have sent it forward showing only the alteration of times of the mail trains at the principal stations. A detailed bill shall follow.

Submitted for the sanction of Government.

2. The Agent, South Indian Railway, submits, for approval, a draft time-table, which he proposes to introduce on and from April 1st, 1890.

3. The increased importance of Villupuram Junction station now that the Villupuram-Guntakal Railway is approaching completion renders it desirable that the up and down mail trains should meet at this station. This arrangement would also enable the traffic on the Pondicherry Branch to be met by one train each way per diem, instead of by two trains each way as is now required.

4. The proposed alterations will necessitate considerable changes in the present service, which will be greatly improved throughout both as regards timing and speed. The mail train from Madras to Tuticorin will start half an hour earlier than at present, and the duration of the journey will be shortened by an hour and a quarter. The mail train from Tuticorin will leave 1 hour and 40 minutes later than now, but the time occupied on the entire run will be decreased by only three-quarters of an hour. The new timing of this train will, after the introduction of the revised time-tables on the Madras Railway, allow an hour, at Arkónam, between the arrival of the South Indian Railway and the departure of the North-West Line Madras Railway mail trains. This train will also reach Egmore at the suitable hour of 6.20 p.m. The running of the local trains between Madras and Chingleput will be accelerated. That to Madras will arrive at Egmore station at 7.15 p.m., which will make it fairly convenient for local travellers. The important train from Pallavaram to the Beach largely patronized by the business community, clerks and students will not be altered.

One extra train each way will be run between Madura and Trichinopoly.

On the Arkónam Branch the trains hitherto run between Conjeeveram and Chingleput will run through to Arkónam.

On the Erode Branch two extra trains between Trichinopoly Junction and Trichinopoly Fort and one between Trichinopoly Fort and Trichinopoly Junction are proposed.

On the Pondicherry Branch, as before said, one train each way daily and on the Tinnevely Branch two trains each way daily will be saved, thereby effecting an appreciable reduction in train mileage.

The mixed trains between Chingleput and Cuddalore and between Madura and Trichinopoly have been timed to precede the mails with the object of relieving the latter of purely local traffic.

5. The proposed time-table is recommended for sanction.

ORDER—dated 15th March 1890, No. 375 R., Public Works.

The proposed alterations are approved, and the introduction of the revised time-table for the South Indian Railway on the 1st April next is sanctioned.

(True Extract.)

Seeley Smith
Major

Under Joint Secy. to Govt., P.W.D.,
Colonel, R.E.,
Railway Branch.

To the Consulting Engineer for Railways.

" Examiner, Guaranteed Railway Accounts.

" Postmaster-General, Madras.

" " Bombay.

" Inspector-General, Railway Mail Service, Calcutta.

" Chairman, Chamber of Commerce, Madras.

" Public Department.

" Revenue Department.

" Military "

Exd. A. D. Xavier.

Spare Copies.

Public

Ceo. 969.
RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated March, 15th.

Recd. 29.3.90

Encl. fsc.

G.O., 15th Mar. 1890, No. 375 R.

MARCH.

RECEIVED
29 MAR 90

Time-table, South Indian Railway

The revised — approved, and its introduction on the 1st April sanctioned.

Order of 3.4.90 No. 256.
Recorded

R/4

J.D.B.
31.3.90.

BACK PAPER, No.

OF 188

FURTHER PAPER, No.

OF 188

READ AGAIN ORDER OF GOVERNMENT, DATED
188, No. , MISCELLANEOUS.

ENCLOSURE.

CURRENT No. 969/

STATEMENT WITH DITTO.

ORDER OF GOVERNMENT

A A

STATEMENT WITH DITTO.

PAPERS NOT YET UP, BEING MEANT FOR DISPATCH
IN ORIGINAL (not paged).

A = Copy in full
B = Not to be copied
C = Copy abstract only
D = Copy heading only